4.0 TRANSPORTATION

4.1 INTRODUCTION

The goal of this element is to provide an integrated transportation system to meet Los Gatos' needs while retaining the Town's character. This element addresses various aspects of transportation including the hierarchy of highways, roadway capacity, hillside circulation, cut-through traffic and public transit. This element also addresses a convenient, safe and accessible trails and bikeways system that promotes alternative modes of transportation such as walking and bicycling. When designing or making improvements to the circulation system, the Town shall conserve prominent land forms, minimize the removal of trees, minimize grading and ensure that proposed infrastructure, parking, and street improvements are well landscaped and compatible with the surrounding neighborhoods and undeveloped areas.

The Issues, Goals, Policies, and Implementation Strategies in the Transportation Element are consistent and interdependent with the other elements of the General Plan. This element meets State requirements for transportation while including the local perspective.

4.2 EXISTING CONDITIONS

Los Gatos is part of the Silicon Valley and shares the traffic woes of the valley. Even though Los Gatos' growth rate (1.3%) is less than the growth rate for Santa Clara County (2.1%), the growth in traffic is beginning to exceed the capacity of many highways, roads and local streets. Between 1992 and 1998 Silicon Valley added 230,000 new jobs while only building 45,000 new housing units (5:1). This has resulted in longer commutes for many people and more traffic on the highways. Traffic is measured on a scale from service level A (free flowing) to service level F (most congested). In 1998, 31% of the freeway miles in Santa Clara County were operating at service level "F", compared to 11% in 1995. The congestion on the freeways results in more traffic on local streets as commuters try to avoid the congestion. This is especially difficult for Los Gatos because the Town's location means that overflow trips into Santa Cruz County have to funnel through the Town's 19th century streets that cannot be widened (see Table 4.1).

Los Gatos is a member of the Santa Clara County Congestion Management Agency (CMA). The CMA is designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land-use decision-making process. The CMA prepares and the Santa Clara Valley Transportation Authority (VTA) adopts the biennial Congestion Management Program (CMP). The CMP is a comprehensive program designed to reduce traffic congestion, to enhance the effectiveness of land-use decision-making, and to improve air quality. There are four CMP routes in Los Gatos: Highways 9, 17 and 85 and Los Gatos Blvd from Highway 85 to Lark Avenue and Lark Avenue from Los Gatos Blvd. to Highway 17. Any land use project that generates 100 or more new peak hour trips must be submitted to the CMA to ensure that the additional traffic impact is mitigated on any CMP road or intersection regardless of jurisdiction.

The Town's pedestrian facilities consist of sidewalks along the various roadways within the Town. Many sidewalks are narrow and many roads do not have sidewalks.

The Town of Los Gatos has an existing trail system that has been implemented as part of development activities and in the course of road improvements. A multi-use trail extends along Los Gatos Creek, to the many recreational trails that exist on the edge of Town and in the hillsides (Midpeninsula Regional Open Space District (MROSD) and Santa Clara County), and selected recreational trails exist within the Town.

Los Gatos Creek Trail is popular and well traveled. There is a lack of space for bicycles along many urban streets.

Level of Service (Traffic): The Town uses level of service (L.O.S.) measurements (a scale that measures the amount of auto traffic that a roadway or intersection accommodates, based on such factors as maneuverability, driver dissatisfaction, and delay. for intersections) to determine the impact of auto traffic resulting from new development. Levels of service are:

See Glossary for a Table that includes numeric values for each level of service

Level of Service A: Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B: Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C: Denotes a reasonably steady, high-volume flow of traffic, with some limitation on movement and speed, and occasional backups on critical approaches.

Level of Service D: Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E: Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F: Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

L.O.S. for autos presently does not consider the impact on pedestrians or bicyclists.

4.3 FUNCTIONAL DEFINITION OF STREETS AND TRAILS

A. Arterial Streets:

Arterial streets are designed to facilitate two or more lanes of moving traffic in each direction, and provide intra-community travel and access to the county-wide highway system. Arterial streets may be divided by a median island that controls left turns and provides lanes for left-turn movements. Access to community arterials should be provided at collector roads and local streets.

A street that serves a large volume of vehicular traffic with intersections at grade and generally having direct access to abutting property, with geometric design and traffic control measures is used to expedite the safe movement of through traffic.

The following streets have been designated as arterial streets:
(See Appendix A)

B. Collector Streets:

A street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network. Collectors serve abutting property and carry traffic to other collectors, the arterial and expressways.

The following streets have been designated as collector streets:
(See Appendix A)

C. Neighborhood Collector:

A collector street, in an identifiable neighborhood, carrying traffic that is predominantly generated within the neighborhood.

The following streets have been designated as neighborhood collector streets:
(See Appendix A)

D. Hillside Collector Streets:

A collector street that serves abutting property in the hillside areas, carrying traffic to arterial streets or other collectors. The cross-section of the hillside collector shall be dictated by grade and other topographical or botanical considerations. In general, two lanes without parking, with or without sidewalk along one side (depending on topographic considerations), shall be provided.

The following streets have been designated as hillside collector streets:
(See Appendix A)

E. Local Streets:

Local streets provide for local (neighborhood), traffic movement with direct access to abutting property, carry traffic from individual properties to collector and arterial streets, and shall not, by design, encourage through traffic.

F. Special Design Streets:

Special design streets shall be allowed wherever warranted by unique land use, circulation conditions, or environmental conditions. These streets can either be arterial streets, collectors, existing local hillside streets or scenic residential streets. Their design will take into consideration the following features:

(1) Retention of existing physical amenities.

(2) Protection of existing trees within existing right-of-way.

(3) Special treatment of transition sections when conforming to standard street sections.

G. Trails and Bikeways Definitions:

(1) Class I Paved Multi-Use Trail: A Class I Multi-Use Trail is an off-street path with exclusive right of way for non-motorized transportation used for commuting as well as recreation

(2) Class II Paved Bike Lanes: Class II Bike Lanes are preferential use areas within a roadway designated for bicycles.

(3) Class III Paved Bike Routes: Class III Bike Routes are signed bike routes that provide a connection through residential, downtown and rural/hillside areas to Class I and Class II bike lanes. Bike Routes serve as transportation routes within neighborhoods to parks, schools and other community amenities.

(4) Unpaved Recreation Trails: An unpaved recreation trail is a semi-natural trail used by pedestrians, equestrians, and/or bicycles that should provide connections to Open Space District or Santa Clara County trail systems.

4.4 GOALS, POLICIES, IMPLEMENTING STRATEGIES

Efficient, Effective, Safe Streets

ISSUE: 1

Moving traffic through town efficiently and effectively is a concern of every community. How to provide appropriate capacity to safely meet existing and projected future traffic demand consistent with land use must be addressed systematically.

Goal:

T.G.1.1 To develop transportation systems that meet current and future needs of residents and businesses.

Policies:

T.P.1.1 Design and implement the transportation system to be consistent with environmental goals and policies, energy conservation, land use, and small town character.

T.P.1.2 Vehicular and pedestrian safety should be an important factor in the design of roadways.

T.P.1.3 Evaluate all circulation and other transportation improvements and traffic controls regarding their effect on air pollution, noise and use of energy prior to issuing any zoning approval.

T.P.1.4 Adopt street standards that reflect the existing character of the neighborhood, while taking into account safety and maintenance considerations.

T.P.1.5 Consider the fiscal implications to the Town for the construction and operation of all circulation and transportation improvements and the enforcement of any associated regulations.

T.P.1.6 Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems and all other options, such as demand management and alternative modes, have been exhausted. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists.

T.P.1.7 Require roadway improvements and dedications for any development proposal with an associated traffic impact.

T.P.1.8 New projects shall not cause the L.O.S. for intersections to drop more than one level if it is at Level A, B or C, and not drop at all if it is at D or below.

T.P.1.9 Protect land uses with sensitive receptors (e.g. residence, schools, hospitals) located adjacent to transportation facilities by requiring the maximum level of mitigation measures for transportation impacts.

T.P.1.10 Incorporate plans for all users (motor vehicles, transit vehicles, bicyclists and pedestrians) when constructing or modifying a roadway.

T.P.1.11 Make effective use of the traffic-carrying ability of Los Gatos' arterials and collectors while considering the needs of pedestrians, bicyclists and adjacent residents.

T.P.1.12 Reduce regionally generated cross-town commute and short-cut traffic.

T.P.1.13 Actively initiate and participate in regional efforts to meet regional transportation needs.

T.P.1.14 Highway 17 shall not be widened to provide additional travel lanes south of Lark Avenue. There shall not be an interchange at Blossom Hill Road.

T.P.1.15 Highway 17 between Los Gatos and Santa Cruz should not be widened to provide additional travel lanes or be converted to a freeway.

Implementing Strategies:

T.I.1.1 Street Design Standards: Develop standards for arterial and collector streets pursuant to the functional classification described above. The characteristics of these streets shall protect the integrity of the circulation system and protect neighborhood streets from the intrusion of through traffic.

Time Frame: 2000-2005
Responsible Party: Planning and Engineering

T.I.1.2 Project Review: Review development proposals to insure that the circulation system and on-site or public parking can accommodate any increase in traffic or parking demand generated by the proposed development, subject to the considerations and findings required by the Town's Traffic Impact Policy.

Time Frame: On-going
Responsible Party: Planning and Deciding Body

T.I.1.3 Highway 17: The Planning Commission and Town Council shall review all new or modified connections with Highway 17 within the Town.

Time Frame: On-going
Responsible Party: Planning Commission and Town Council

T.I.1.4 Regional and Crosstown Traffic: Work with other local jurisdictions and the State to develop effective ways to reduce regionally generated Highway 17 congestion and cross-town traffic that do not involve adding freeway lanes or interchanges.

Time Frame: 2000 - 2005
Responsible Party: Planning and Engineering

T.I.1.5 Land Use Patterns: Periodically review the impact that future regional and Town land use patterns will have on the Town's circulation system.

Time Frame: On-going
Responsible Party: Planning

T.I.1.6 Road Improvements: To alleviate existing traffic congestion, and provide adequate roadway designs for projected traffic levels the following road improvements shall be undertaken. Any road widening improvements shall be justified based on a determination that alternative means of congestion relief are infeasible.

(1) BLOSSOM HILL ROAD:

Bridge Widening at Highway 17: Reconstruct and widen bridge over Highway 17 to provide sidewalks and bike lanes on both sides, and evaluate the need for additional traffic lanes based on safety considerations for pedestrians and bicyclists using the parks and schools in the vicinity.

Blossom Hill Park to Union Avenue: Widening only at critical intersections to provide for left-turn storage lanes, bicycles and safety improvements.

Union Avenue to Westhill Drive: Widening only as additional land becomes available through right-of-way dedications associated with development approvals or as additional funding sources become available to the Town for the purpose of acquiring additional land for right-of-way and infrastructure improvements.

(2) LARK AVENUE:

Winchester Boulevard to Highway 17: Widen the road to 4-6 lanes with a median and bike lanes.

Highway 17 to Los Gatos Boulevard: Widen the road to 6 lanes with median and bike lanes.

(3) LOS GATOS BOULEVARD:

Samaritan Drive to Camino del Sol: Widen in accordance with adopted Plan Line in a manner consistent with the small town character and ensuring that potential traffic impacts are mitigated.

Camino del Sol to Blossom Hill Road: Restripe road to include bike lanes and to narrow the traffic lanes to 11 feet in width.

Shannon Road to Nino Avenue: Construct landscaped medians.

Van Meter School Driveway to Spencer Avenue: Construct landscaped median.

Nodes: Develop nodes at Blossom Hill Road, Los Gatos/Almaden Road, New Town/Village Square, Lark Avenue and at the new entrance to the North 40 area.

Gateway: Locate a gateway at Samaritan Drive.

(4) POLLARD ROAD:

San Tomas Aquino Creek to Burrows Road/San Tomas Aquino Rd: Widen the road to 4 lanes plus a median and bike lanes.

Burrows Road/San Tomas Aquino Rd to West Parr Avenue: Widen the road to 4 lanes plus bike lanes.

West Parr Avenue to Knowles Drive: Widen the road to 4 lanes (no parking).

(5) SANTA CRUZ AVENUE:

Los Gatos/Saratoga Road to Blossom Hill Road: Construct indented parking bays between existing trees to permit one travel lane in each direction and a median turning lane.

Highway 17 to Broadway: Construct roundabout at Wood Road and other traffic calming improvements.

(6) UNION AVENUE:

Widen the road to 4 lanes plus parking and bike lanes.

(7) WINCHESTER BOULEVARD:

North of Shelburne Way: Study alternative configurations including: 4 travel lanes, bike lanes, parking and/or two way left turn lane within the existing R.O.W.

Time Frame: On-going
Responsible Party: Engineering

T.I.1.7 Capital Improvements Program: Include all of the projects listed in Section1.6 above in the Capital Improvements Program (CIP).

Time Frame: On-going
Responsible Party: Engineering and Town Council

T.I.1.8 Plan Lines: Amend the Town Plan Line Ordinance to reflect this plan.

Time Frame: 2000 - 2005
Responsible Party: Planning and Town Council

T.I.1.9 Santa Cruz Interchange: Study the impacts of closing the Santa Cruz Avenue interchange at Highway 17.

Time Frame: 2000 - 2005
Responsible Party: Engineering

T.I.1.10 Dedications: Obtain fee title to all land required to be dedicated for public streets and flood protection.

Time Frame: On-going
Responsible Party: Engineering and Deciding Body

T.I.1.11 Future Signals: Require developer participation in the cost of the future installation of traffic signals or traffic signal modifications as a condition of approval, If a development project affects an unsignalized intersection that must be signalized or affects a signalized intersection with the potential for traffic improvements and upgrading.

Time Frame: On-going
Responsible Party: Engineering and Deciding Body

T.I.1.12 Level of Service: Evaluate the traffic impact of all new developments to determine compliance with the Town's L.O.S. policy for intersections. If project traffic will cause any intersection to drop more than one level if the intersection is at Level A, B or C, or to drop at all if the intersection is at D or below, the project must mitigate the traffic so that the L.O.S. will remain at an acceptable level.

Time Frame: On-going
Responsible Party: Engineering and Deciding Body

T.I.1.13 Noise: Review transportation improvement plans to ensure that noise sensitive areas are not exposed to unacceptable noise levels.

Time Frame: On-going
Responsible Party: Planning and Deciding Body

T.I.1.14 Modified Standards: Modify Town standards for street widths, curbs, gutters, sidewalks, electroliers, etc so that new development fits within existing neighborhoods.

Time Frame: 2000 - 2005
Responsible Party: Planning, Engineering and Deciding Body

Neighborhood Traffic

T.I.1.15 Bicycle Loops: Provide bicycle sensitive loops at all future and any retrofitted signalized intersections in accordance with VTA technical guidelines.

Time Frame: On-going
Responsible Party: Engineering

T.I.1.16 Gap Analysis: Complete a gap analysis of the trails and bike networks.

Time Frame: 2000 - 2005
Responsible Party: Parks, Engineering and Trails and Bikeways Committee

T.I.1.17 Roundabouts: Study the possibility of using "modern roundabouts" on arterials to calm traffic and increase the capacity of the intersections.

Time Frame: 2000-2005
Responsible Party: Planning and Engineering

T.I.1.18 Traffic Reports: All traffic reports shall Include analysis of nearby uses with unusual or unique traffic generation factors or peak hours (e.g. pre-schools, churches, private clubs, quasi-public uses).

Time Frame: On-going
Responsible Party: Engineering

ISSUE: 2

Through traffic has a detrimental effect on neighborhoods.

Goal:

T.G.2.1 To protect neighborhoods from through traffic.

Policies:

T.P.2.1 Inhibit the flow of through traffic in established neighborhoods to the extent feasible without impacting the freedom of movement of residents.

T.P.2.2 Limit road widening on non-arterial streets to safety improvements rather than increase capacity for through traffic.

T.P.2.3 Limit new development that increases commercial traffic flow through residential neighborhoods.

T.P.2.4 Reduce traffic speeds by design (i.e. traffic calming) rather than relying on enforcement.

Implementing Strategies:

T.I.2.1 Neighborhood Traffic Calming (NTC) Program: Assists citizens in solving traffic concerns in their residential neighborhoods. The Neighborhood Traffic Calming Program is designed to be an effective, systematic and fair method for achieving the most appropriate solutions. The goals of the NTC Program are:

Improve neighborhood safety for vehicles, pedestrians and bicyclists
Reduce the number and severity of vehicle related accidents
Maintain the speed of motor vehicles to the posted limits
Decrease the volume of extraneous/cut-through traffic
Limit the impact on adjacent local streets
Preserve emergency vehicles' response times
Maximize the community participation and support in the program

Time Frame: On-going
Responsible Party: Engineering and Town Council

T.I.2.2 Publicize NTC Program: Publicize the Town's Neighborhood Traffic Calming (NTC) Program and implement the program in those neighborhoods that request it.

Time Frame: On-going
Responsible Party: Engineering

T.I.2.3 Review NTC Program: Periodically review the Town's Neighborhood Traffic Calming (NTC) Program.

Time Frame: On-going
Responsible Party: Engineering

T.I.2.4 Traffic Calming: Consider traffic calming devices such as lane narrowing, widening medians, heavy landscaping, etc. to discourage cross-town commute and short-cut traffic.

Time Frame: On-going
Responsible Party: Engineering and Deciding Body

T.I.2.5 Traffic Calming: Consider the use of alternative street surfacing materials, traffic diverters, special designs and stop signs to prevent through traffic on residential streets.

Time Frame: On-going
Responsible Party: Engineering

Hillside Circulation

ISSUE: 3

The hillside circulation system must provide safe access while not inducing future development or detracting from the natural beauty of the area.

Goal:

T.G.3.1 To insure that hillside streets maintain the rural atmosphere, minimize disruption of ecological integrity, and provide safe and continuous access consistent with development allowed by the Hillside Specific Plan.

Policies:

T.P.3.1 Through roads. Establish and maintain a road pattern that insures adequate access for residents and emergency vehicles in both normal and emergency situations without introducing new through access roads that would invite unwanted traffic into the area, or induce further development, or threaten plant or animal habitats or migration patterns.

T.P.3.2 Provide two means of access to all areas where the additional access will not increase traffic, If dual access is not possible or acceptable, the intensity of land use will be limited to available access.

T.P.3.3 Specially designed streets that conform to the Town's public hillside road standards shall be used in hillside areas to preserve scenic and ecological resources (e.g. heritage trees, native plant & animal habitat areas, prominent geologic formations, and the natural terrain).

T.P.3.4 Provide acceptable means for emergency access where single access roads exist. Emergency access shall discourage hillside through traffic.

T.P.3.5 Require all hillside streets, including new private roadways, to meet the Town's public roadway construction standards.

Implementing Strategies:

T.I.3.1 Dual Access: Dual access is required for all zoning approvals and shall be provided first by loop roads, then by through roads and lastly by long cul-de-sacs with an emergency access connection to a public road.

Time Frame: On-going
Responsible Party: Planning, Police and Engineering

T.I.3.2 Guadalupe College: Private access from the Lexington Reservoir area shall be provided from Alma Bridge Road/Limekiln Road for any non-single family use of the Guadalupe College property (not through the St. Joseph's Hill Open Space Preserve). The private access shall incorporate provisions for emergency access to Foster Road.

Time Frame: On-going
Responsible Party: Planning, Police and Engineering

T.I.3.3 Develop design standards and implement maintenance program for emergency accesses.

Time Frame: 2000 - 2005
Responsible Party: Engineering, Police, Fire and Public Works

T.I.3.4 Develop and apply design guidelines and zoning restrictions, including the making of appropriate findings, to insure the ecological health of habitats and migration corridors.

Time Frame: 2001 - 2003
Responsible Party: Planning

Alternatives to the Automobile

ISSUE: 4

Congestion throughout the Silicon Valley has reached epic proportions and affects our mobility and quality of life. The trade offs between improvements in the circulation system and the environment, energy consumption, land use, air and noise pollution need to be identified.

Goal:

T.G.4.1 To reduce reliance on the automobile.

T.G.4.2 To promote alternative modes of transportation in the transportation system.

Policies:

T.P.4.1 Make land use decisions that encourage walking, bicycling and public transit use.

T.P.4.2 Encourage private entities to develop and maintain transit, pedestrian, equestrian, and bicycle facilities.

T.P.4.3 Encourage bicycling and walking as energy conserving, non-polluting alternatives to automobile travel.

T.P.4.4 Design and implement transportation systems for the bicyclist, pedestrian and equestrian consistent with the policies and programs in the Open Space and Conservation Elements.

T.P.4.5 Seek funding for the design and implementation of transportation systems for the bicyclist, pedestrian and equestrian.

T.P.4.6 Reduce automobile use by requiring alternative transportation means whenever the traffic generated by a development would result in a significant increase in air pollution, traffic congestion or noise.

T.P.4.7 Encourage development proposals to include amenities that encourage alternate forms of transportation that reduce pollution or traffic congestion as a form of Community Benefit (e.g. bicycle lockers/racks, showers, dedicated van-pool or car-pool parking areas, dedicated shuttle services, innovative bus shelter designs).

T.P.4.8 Coordinate with appropriate agencies and otherwise take initiative to plan and develop adequate transportation service for Town residents (e.g. bus, Santa Cruz express bus, rail, shuttle, light-rail, jitney).

T.P.4.9 Coordinate with appropriate agencies to provide transit service in the Town to serve the special needs of the elderly, school children, low income people, the physically disabled and other special need groups.

T.P.4.10 Preserve the Route 85 median for mass transit.

T.P.4.11 Encourage and support the development of a mass transit facility in the Route 85 corridor.

Implementing Strategies:

T.I.4.1 Community Benefit: Encourage developers to contribute to or provide nearby improvements in pedestrian, bicycle and wheelchair access.

Time Frame: On-going
Responsible Party: Deciding Body

T.I.4.2 Mass Transit: Support State and County efforts at reducing automobile use and providing improved mass transit systems.

Time Frame: On-going
Responsible Party: Planning Commission and Town Council

T.I.4.3 Alternative Fuels: The Town shall encourage the use of non-polluting fuels by requiring the inclusion of natural gas fueling stations and electric charging stations in development approvals

Time Frame: On-going
Responsible Party: Planning and Deciding Body

T.I.4.4 Transportation Demand Management: Require all major development proposals to include a detailed, verifiable transportation demand management (TDM) program for consideration by the Town during the review of the development application.

Time Frame: On-going
Responsible Party: Planning and Deciding Body

T.I.4.5 Support VTA: Facilitate Santa Clara Valley Transportation Authority (VTA) services in Los Gatos through the provision of a bus station, bus shelters, and other means.

Time Frame: On-going
Responsible Party: Engineering, Public Works, Planning and Deciding Body

T.I.4.6 Shuttles: Investigate local connections to railway and airport services, and encourage hotel/inns shuttles.

Time Frame: On-going
Responsible Party: Engineering, Planning and Deciding Body

T.I.4.7 Public Transportation: Encourages the use of the transit system by requiring developers to provide bus shelters and on-going maintenance as part of their developments.

Time Frame: On-going
Responsible Party: Planning and Deciding Body

T.I.4.8 Work with the VTA to develop bus-only lanes to decrease delays in transit.

Time Frame: On-going
Responsible Party: Engineering and Public Works

T.I.4.9 In collaboration with regional transportation agencies, investigative options to provide a town-wide shuttle or other transit system to connect the major residential and commercial areas of Town with each other and with regional transportation facilities.

Time Frame: 2001 - 2003
Responsible Party: Planning, Engineering, and Deciding Body

Trails and Bikeways

ISSUE: 5

There is a growing need for more trails and bikeways to serve as an alternative means for commuting and for recreation. The Town's trails and bikeways system is incomplete and discontinuous. There is a need and desire for additional multiple use trails that can accommodate the experiences and expectations of all users.

Goal:

T.G.5.1 To encourage increased levels of bicycling and walking.

T.G.5.2 To provide a safe and efficient system of bicycle and multiple use trails throughout the Town, creating a non-motorized connection to recreational and commuting destinations.

Policies:

T.P.5.1 Encourage the enhancement and development of multiple use trails within the Town.

T.P.5.2 Maximize the involvement of the private sector in the construction, maintenance and construction of trails within the Town.

T.P.5.3 Trails should be safe, continuous, interconnected, and designed for pedestrians, and where appropriate, equestrians and/or bicyclists and be compatible with regional trail plans.

T.P.5.4 Complete the Town's trail and bikeways system as shown in the General and Hillside Specific Plans.

T.P.5.5 Design trails that are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.

T.P.5.6 Consider needs of the handicapped, the elderly and children when designing trail facilities.

T.P.5.7 During development the Town should ensure that the linkage from trails to trails, and from trails to roads is given priority.

T.P.5.8 Trail Location: Trails should be:

(1) Located so as not to impact existing homes wherever possible.
(2) Located within the open space areas of subdivisions that have dedicated open space as a condition of subdivision approval.
(3) "Cross-country" type, as opposed to trails bordering roads, wherever possible.
(4) Located on the first property to develop, if a trail location is adaptable to either of two adjacent properties.

T.P.5.9 “Cross-country” trail easements shall be wide enough to contain the trail and sufficient area on both sides to buffer surrounding properties from trail users.

T.P.5.10 Roads designated as bike routes should be constructed to be safe for both bicycles and vehicles.

T.P.5.11 Develop a system of bicycle lanes and bicycle routes to foster bicycle use throughout the Town.

T.P.5.12 Minimize the number of driveways on arterials.

T.P.5.13 Promote pedestrian connections between neighborhoods by eliminating artificial barriers.

T.P.5.14 Consider alternative lane configurations in order to complete the bike lane network.

T.P.5.15 Pedestrian and bicycle safety shall not be compromised to improve or maintain the L.O.S. of an intersection.

Implementing Strategies:

T.I.5.1 Conditions of Approval: Require dedication of easements and construction of trails,, as a condition of approval for all hillside development applications.

Time Frame: On-going
Responsible Party: Engineering and Parks

T.I.5.2 Easements: Develop and fund a program (including provisions for in-lieu fees) to obtain easements along portions of the designated trail system where development is considered unlikely or there is not a nexus to require dedication.

Time Frame: 2000 - 2005
Responsible Party: Parks and Engineering

T.I.5.3 Santa Clara County Master Trails Plan: Cooperate in implementing the 1995 Santa Clara County Master Trails Plan by including the following proposed trail routes within the Town of Los Gatos that provide critical linkages to the region:

(1) Shannon Road (R1-A)
(2) Los Gatos/Saratoga Road (R1-A)
(3) Southern Pacific Rail Corridor (C-9)

Time Frame: 2000 - 2005
Responsible Party: Engineering and Parks

T.I.5.4 Trail Maintenance: Encourage voluntary groups to assist in trail maintenance in coordination with Parks and Forestry.

Time Frame: On-going
Responsible Party: Parks

T.I.5.5 Trail Standards: Develop and adopt detailed trail design standards that:

(1) Limit all new access to pedestrians and, where appropriate, equestrians, and/or bicyclists;
(2) Provide multiple use opportunities;
(3) Protect the natural ecology;
(4) Conform with regional trail design standards;
(5) Determine width, policies regarding fencing along trails and type of fencing;
(6) Incorporate erosion control measures; and
(7) Prohibit motorcycles, AT's, and mopeds.

Time Frame: 2000 - 2005
Responsible Party: Engineering, Parks and Trails and Bikeways Committee

T.I.5.6 Trail Maintenance: Encourage the formation of Home Owners Associations, so that the maintenance expenses for trails that pass through subdivisions and/or planned developments will be borne by the property owners in the subdivision or planned development.

Time Frame: On-going
Responsible Party: Planning, Engineering and Parks

T.I.5.7 Development Review: Forward development plans proposed in an area near a bicycle path or hiking trail to the Town's Trails and Bikeways Committee for review.

Time Frame: On-going
Responsible Party: Planning and Parks

T.I.5.8 Gap Analysis: Perform a "gap" analysis to identify major projects to complete the trails and bikeways system.

Time Frame: 2000 - 2005
Responsible Party: Parks, Engineering, Public Works and Trails and Bikeways Committee

T.I.5.9 Users Map: Publish a users map of the Town's trails and bikeways system.

Time Frame: 2000 - 2005
Responsible Party: Parks

T.I.5.10 Bike Lanes: The following streets shall have striped and signed Class II bike lanes:

(1) ***Bicknell Road**** *from Quito Road to More Avenue*
(2) ***Blossom Hill Road**** *between University Avenue and easterly Town Limits (Existing between Vasona Park Entrance and Cherry Blossom Lane)*
(3) **Cherry Blossom Lane** from Shannon Road to Los Gatos/Almaden Road (Existing)
(4) ***Fisher Avenue**** *from Roberts Road to Nino Avenue*
(5) ***Knowles Drive**** *from Winchester Boulevard to Pollard Road*
(6) **Lark Avenue** between Winchester and Los Gatos Boulevard
(7) **Los Gatos/Almaden Road** from Los Gatos Boulevard to easterly Town Limits (Existing)
(8) **Los Gatos Boulevard** between Samaritan Drive and East Main Street (Existing from Blossom Hill Road to East Main Street)
(9) ***Los Gatos/Saratoga Road**** *from Los Gatos Boulevard to westerly Town Limits*
(10) **East Main Street** from bridge to Los Gatos Boulevard (Existing)
(11) **More Avenue** from Bucknell Road to Pollard Road
(12) ***Nino Avenue**** *from Fisher Avenue to Los Gatos Boulevard*
(13) ***Pollard Road**** *from Knowles Drive to Quito Road*
(14) ***Roberts Road**** *between Blossom Hill Road and Los Gatos Boulevard*
(15) **Shelburne Way** from Winchester Boulevard to University Avenue
(16) **Union Avenue*** from Blossom Hill Road to Los Gatos-Almaden Road
(17) **University Avenue** from Shelburne Way to Blossom Hill Road
(18) **Winchester Boulevard** between Shelburne Way and northern Town Limits (Existing from Shelburne Way to Wimbledon Drive)

** These roads shall be reviewed to determine if bike lanes can safely be striped.*

Time Frame: 2000 - 2005
Responsible Party: Engineering and Public Works

T.I.5.11 Bike Routes: The following streets shall be designated and signed as Class III bike routes:

(1) **Bay View Avenue** from West Main Street to Pennsylvania Avenue
(2) **Bella Vista Avenue** from New York Avenue to Caldwell Avenue
(3) **Blossom Valley Drive** from Westchester Drive to Pinehurst Avenue (partially in San Jose)
(4) **Caldwell Avenue** from New York Avenue to Los Gatos Boulevard
(5) **Camino del Cerro** from Escobar Avenue to Westchester Drive
(6) **Carlton Avenue** from Gateway Drive to Carlton School (partially in San Jose)
(7) **Cypress Street** from Loma Alta Avenue to Phillips Road
(8) **Emergency access road/trail** from Harwood Road to Santa Rosa Drive
(9) **Emergency access road/trail** from Harwood Road to Madera Drive
(10) **Englewood Avenue** from Shannon Road to Kennedy Road
(11) **Escobar Avenue** from Lilac Lane to Camino del Cerro
(12) **Gateway Drive** from Los Gatos Boulevard to Carlton Avenue
(13) **Glen Ridge Avenue** from Pennsylvania Avenue to Hernandez Avenue
(14) **Harwood Road** from Blossom Hill Road to end
(15) **Hernandez Avenue** from Glen Ridge Avenue to Ridgecrest Avenue
(16) **Hicks Road*** from Camden Avenue to Arnerich Road
(17) **Kennedy Road*** from Los Gatos Boulevard to Shannon Road
(18) **Lester Lane** from Los Gatos/Almaden Road to Carlton Avenue
(19) **Lilac Lane** from Oleander Avenue to Escobar Avenue
(20) **Loma Alta Avenue** from Los Gatos Boulevard to Cypress Street
(21) **West Main Street** from the bridge to Bay View Avenue
(22) **Miles Avenue** from University Avenue to Los Gatos Creek Trail
(23) **National Avenue** from Los Gatos/Almaden Road to Samaritan Drive
(24) **New York Avenue** from Pleasant Street to Bella Vista Avenue
(25) **Oleander Avenue** from Cherry Blossom Lane to Lilac Lane
(26) **Pennsylvania Avenue** from Bay View Avenue to Glen Ridge Avenue
(26) **Phillips Road** from Cypress Avenue to South Kennedy Road
(27) **Pinehurst Avenue** from Blossom Valley Drive to Los Gatos/Almaden Road
(28) **Pleasant Street** from East Main Street to New York Avenue
(29) **Ridgecrest Avenue** from Hernandez Avenue to Highway 9 (Monte Sereno)
(30) **Roxbury Lane** from Wedgewood Avenue to More Avenue
(31) **Santa Rosa Drive** from Shannon Road to end
(32) **Shannon Road*** from Los Gatos Boulevard to Hicks Road
(33) **South Kennedy Road** from Kennedy Road to Kennedy Road
(34) **Taft Drive** from Westchester Drive to Los Gatos/Almaden Road (San Jose)
(35) **University Avenue** from West Main Street to Blossom Hill Road and from Shelburne Way to Lark Avenue

(36) **Wedgewood Avenue** from Wimbledon Drive to Roxbury Lane
(37) **Westchester Drive** from Camino del Cerro to Taft Drive (partially in San Jose)
(38) **Wimbledon Drive** from Winchester Boulevard to Wedgewood Avenue

** These roads shall be reviewed to determine if bike lanes can safely be striped.*

Time Frame: 2000 - 2005
Responsible Party: Engineering and Public Works

T.I.5.12 Bicycle Safety: Hillside roads (shaded in section 5.11 above) will not be designated or signed as bike routes until they are upgraded to safely handle both bicycle and automobile traffic.

Time Frame: 2000 - 2005
Responsible Party: Engineering and Public Works

T.I.5.13 Bicycle Safety: Provide median refuges, bike-friendly signals and signs at key minor street crossings.

Time Frame: On-going
Responsible Party: Engineering and Public Works

T.I.5.14 Bike Symbols: Paint the bike symbol on the pavement to designate shared use facilities.

Time Frame: On-going
Responsible Party: Engineering and Public Works

T.I.5.15 Bicycle Parking: Consider amending Zoning Code to require bicycle parking.

Time Frame: 2000 - 2005
Responsible Party: Planning

T.I.5.16 Bicycling Incentives: Consider amending Zoning Code to require destination support at employment centers, i.e. bicycle parking, showers and route maps for employees.

Time Frame: 2000 - 2005
Responsible Party: Planning

T.I.5.17 Pedestrian Safety: Add noses on the medians at intersections to slow left turning traffic and provide a pedestrian refuge.

Time Frame: On-going
Responsible Party: Engineering and Public Works

T.I.5.18 Pedestrian Safety: Study the possibility of using "bulbouts" on arterials to calm traffic and increase pedestrian safety.

Time Frame: 2000-2005
Responsible Party: Planning and Engineering

ISSUE: 6

Lack of adequate parking in the Town for residents, business customers, and employees adversely affects the viability of the business districts.

Goal:

T.G.6.1 To provide adequate parking for existing and proposed uses, and to minimize impacts on surrounding residential neighborhoods, including constructing new public or private parking structures, and valet parking.

Policies:

T.P.6.1 The Town's parking standards shall be adequate to meet demand.

T.P.6.2 Provide adequate number of parking spaces in all new development.

T.P.6.3 Consider new parking facilities and/or other alternatives (such as developing alternative modes of transportation and providing effective incentives to use them) to ease parking congestion Downtown.

T.P.6.4 Require adequate parking in commercial areas so as not to impact or affect adjacent residential properties.

T.P.6.5 Permit Parking: Consider on a case by case basis if requested by neighborhoods affected by non-residential development.

Implementing Strategies:

T.I.6.1 Downtown Parking Program: The Town Council acting as the parking authority shall:

(1) Promote the formation of an assessment district and/or consider the use of the various parking and business improvement programs authorized by State law to help finance the construction of the parking facilities and/or alternatives to parking.

(2) Develop a revenue collection plan. Revenues collected (fines, fees, meters and permits) will accrue to the district to help pay for maintenance, enforcement, capital replacement, later phases of the parking district and parking alternatives, or programs to maximize use of facilities for parking and alternatives to parking, such as shuttle buses, more employee lots, bicycles, bus passes, etc.

(3) Develop a plan for implementing one or more of the parking facilities listed below only as needed in conjunction with development of programs and facilities to reduce parking demand:

A. Bachman Ave./Hwy. 9 Parking Lot
B. Royce St./Bachman Ave. Parking Lot
C. Grays Ln./Royce St. Parking Lot
D. Elm St./Grays Ln. Parking Lot
E. Station Way Parking Lot
F. Farwell Parking Lot

Time Frame: 2000-2005
Responsible Party: Engineering

T.I.6.2 Downtown Parking Program: Consider the following potential improvements that could increase the number of parking spaces within the CBD/East Main Street area:

(1) Make the best use of existing Town owned property.

(2) Parking should not replace existing development.

Time Frame: 2000-2005
Responsible Party: Engineering

T.I.6.3 Location of Parking Facilities: To the extent possible, locate parking facilities in relation to the primary approach direction of users in order to minimize internal circulation within the CBD/East Main Street area.

Time Frame: On-going
Responsible Party: Engineering and Public Works

T.I.6.4 Staff Support: Provide staff support for administrating the parking program.

Time Frame: 2000-2005
Responsible Party: Engineering

T.I.6.5 Parking Management Plan: Develop a parking management plan to include incentives and disincentives for appropriate employee parking including parking credits for the use of public transit and/or ridesharing.

Time Frame: On-going
Responsible Party: Engineering and Public Works

T.I.6.6 Incentives to Use Alternative Forms of Transportation: Require development proposals to include amenities that encourage alternate forms of transportation that reduce pollution or traffic congestion as a form of Community Benefit (e.g. bicycle lockers/racks, showers, dedicated van-pool or car-pool parking areas, dedicated shuttle services, innovative bus shelter designs).

Time Frame: On-going
Responsible Party: Planning and Engineering

T.I.6.7 Protect Downtown Residential Neighborhoods: Implement appropriate parking controls to protect downtown residential neighborhoods from the encroachment of downtown shoppers and employees.

Time Frame: On-going
Responsible Party: Engineering and Public Works

T.I.6.8 Parking Requirements: Review Town Code parking requirements and standards to ensure that they are adequate to meet demand.

Time Frame: 2000-2005
Responsible Party: Planning

ISSUE: 7

Downtown Traffic

Overflow Downtown traffic has a deleterious effect on nearby residential areas.

Goal:

T.G.7.1 To improve traffic flow in the downtown and reduce the effect of downtown traffic on commercial and nearby residential areas.

T.G.7.2 To provide transportation alternatives.

T.G.7.3 To increase opportunities for pedestrian and bicycle circulation in the downtown area.

Policies:

T.P.7.1 Develop and Implement appropriate traffic controls to protect downtown residential neighborhoods from the impacts of through traffic in terms of safety, speeding, noise, and other disturbances.

T.P.7.2 Signalization improvements to increase traffic flow shall be made at the intersections of Santa Cruz Avenue and Main Street, University Avenue and Main Street, Santa Cruz Avenue and Los Gatos/Saratoga Road and University Avenue and Los Gatos/Saratoga Road.

T.P.7.3 Encourage the use of alternative transportation modes (walking, bicycles, transit, shuttle system, etc.), in the downtown area for environmental, energy-saving, parking and circulation purposes.

T.P.7.4 Develop a combined transit station and bus depot for all the various public transit modes that serve the Downtown. This hub should be located in or near the Downtown in a place and manner that minimizes impacts on neighboring businesses and other activities.

T.P.7.5 Develop a methodology and implement a review procedure for relating future development decisions to the carrying capacity of Town streets.

Implementing Strategies:

T.I.7.1 Traffic Improvements:

Traffic improvements within the downtown area are necessary to accommodate existing traffic as well as future increases. Among the improvements identified during the planning process, those to be implemented are described in the approved Downtown Operational Traffic Study.

Time Frame: 2000-2005
Responsible Party: Planning, Engineering, Public Works and Redevelopment Agency

T.I.7.2 Bikeway System: Future development and redevelopment projects shall be evaluated to ensure that they have no negative effects on the safety or convenience of bicycle use through the downtown. CBD parking improvements shall provide for bicycle parking.

Time Frame: On-going
Responsible Party: Planning, Engineering, Public Works and Redevelopment Agency

T.I.7.3 Other Public Transit Facilities: Investigate a shuttle system to provide access to the major Downtown activity centers, with expandability to other areas of Town.

Time Frame: 2000-2005
Responsible Party: Engineering

T.I.7.4 Incentives for Use of Public Transit: The Town shall work with Valley Transportation Authority (VTA) and commercial carriers to improve transit service to and from and within Downtown and other areas of Los Gatos and to increase ridership.

Time Frame: 2000-2005
Responsible Party: Engineering

T.I.7.5 Monitor Effectiveness: Monitor the actions taken to increase transit use to assess their effectiveness.

Time Frame: 2000-2005
Responsible Party: Engineering and VTA

T.I.7.6 Transit Station: Conduct a feasibility study for a combined transit station and bus depot.

Time Frame: 2000-2005
Responsible Party: Planning and Engineering

Table 4.1
Existing Level of Service Conditions

Int #	Intersection	A.M. Peak			P.M. Peak		
		Delay	V/C	LOS	Delay	V/C	LOS
1	Pollard Rd / More Ave	12.1	0.46	B	9.2	0.30	B
2	Kneels Dr / Dardanelli Ln	8.2	0.21	B	10.0	0.23	B
3	Winchester Blvd / Knowles Dr	27.2	0.60	D	41.2	0.92	E
4	Winchester Blvd / Hwy 85 NB On Ramp	5.7	0.46	B	5.5	0.74	B
5	Winchester Blvd / Hwy 85 NB Off Ramp	9.4	0.70	B	7.2	0.63	B
6	Winchester Blvd / Wimbledon Dr	14.2	0.56	B	1.7	0.80	B
7	Winchester Blvd / Lark Ave	83.0	1.15	F	22.1	0.92	C
8	Lark Ave / Oka Rd	10.8	0.54	B	8.0	0.60	B
9	Lark Ave / SB Hwy 17-Garden Hill Dr	21.8	0.62	C	75.8	0.98	F
10	Lark Ave / NB Hwy 17	10.8	0.55	B	94.9	0.80	F
11	Los Gatos Blvd / SB Hwy 85	10.5	0.50	B	12.5	0.70	B
12	Los Gatos Blvd / Samaritan Dr	24.2	0.68	C	28.1	0.78	D
13	Los Gatos Blvd / Lark Ave	53.3	0.97	E	217.6	1.27	F
14	Los Gatos Blvd / Garden - Gateway	10.5	0.40	B	9.8	0.49	B
15	Los Gatos Blvd / Los Gatos Village Square	8.1	0.31	B	11.7	0.52	B
16	Los Gatos Blvd / Almaden Rd - Chirco Dr	16.4	0.54	C	18.9	0.71	C
17	Los Gatos Blvd / Blossom Hill Rd	23.1	0.56	C	26.1	0.69	D
18	Los Gatos Blvd / Roberts Rd-Shannon Rd	16.7	0.47	C	13.5	0.50	B
19	Los Gatos Blvd / Van Meter School	0.8	--	C	XX	---	D
20	Los Gatos Blvd / Kennedy - Caldwell	18.6	0.81	C	11.5	0.71	B
21	Los Gatos Blvd / Los Gatos - Saratoga Rd	22.6	0.77	C	20.6	0.69	C
22	Los Gatos - Saratoga Rd / University Ave	17.0	0.60	C	21.6	0.83	C
23	W. Main St / University Ave	11.5	0.34	B	13.8	0.40	B
24	Santa Cruz Ave / W. Main St	19.3	0.48	C	21.0	0.46	C
25	N. Santa Cruz Ave / Los Gatos - Saratoga Rd	27.8	0.87	D	24.9	0.73	C
26	N. Santa Cruz Ave / Andrews St	9.9	0.37	B	11.4	0.59	B
27	Santa Cruz - Winchester Blvd / Blossom Hill - Mariposa Ave	18.8	0.61	C	18.5	0.53	C
28	Blossom Hill Rd / University Ave	16.9	0.42	C	17.2	0.65	C
29	Blossom Hill Rd / W. Roberts Rd	13.3	0.20	B	10.7	0.32	B
30	Blossom Hill Rd / E. Roberts Rd	8.3	0.31	B	9.1	0.27	B
31	Blossom Hill Rd / Cherry Blossom Ln	16.3	0.58	C	6.2	0.39	B
32	Blossom Hill Rd / Union Ave	13.8	0.71	B	138.2	1.10	F
33	Blossom Hill Rd / Leigh Ave	9.6	0.57	B	23.4	0.72	C
34	Blossom Hill Rd / Harwood Rd	24.5	0.97	C	7.3	0.53	B
35	Los Gatos - Almaden Rd / Leigh Ave	22.3	0.78	C	20.2	0.66	C
36	Los Gatos - Almaden Rd / Union Ave	29.3	0.75	D	32.1	0.83	D
37	Los Gatos - Almaden Rd / National Ave	7.5	0.32	B	13.4	0.50	B

Source: RBF and Associates, 1999.